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STAINLESS STEEL VALVE BODIES WITH RESPECT TO ADSQUATE SEALING OF THE POPPETS AGAINST STAINLESS STEEL SEATS PRIOR TO ANY IN FLIGHT USE. LIQUID LEARAGE COULD RESULT IN SIGN PRESSURS/QUANTITY LOSS PROSLENS.

- B. IF FRETTING OR ELECTROLUTIC ACTION IS A PROBLEM WITH THIS VALVE, IS THE SE-71, THAT HAS IDENTICAL VALVES AND COMPONENTS, REPERIENCING THIS PROBLEM? IF NOT, WHAT IS UNEQUE ABOUT THE U-2R SYSTEM? ANSWERS TO THESE QUESTIONS HIGHT PROVIDE JUSTIFICATION FOR CHANGING THE VALVE BODY.
- C. INVESTIGATIONS OF ALTERNATE SOLUTIONS, BESIDE STAINLESS STEEL VALVE CASES, MUST BE GOING ON WHILE FLIGHT EXPERIENCE WITH REDSSIGNED POSSETS IS ACCUMULATING, IN THE EVENT THE LATTER EFFORT PAILS TO SOLVE THE PROBLEMS. INVESTIGATIONS SHOULD INCLUDE THE USE OF FILTERED CHECK VALVES AND THE USE OF LOX SYSTEMS WITHOUT CHECK VALVES SINCE OTHER AIRCRAFT USE BOTH SUCH SYSTEMS.

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D. REGARDING DIFFICULTY IN CHANGING CHECK VALVES DUE TO THREAD SEIZURE, THIS PROBLEM CAN BE TEMPORARILY OVERCOME AS INDICATED IN REF 3. AS AN ALTERNATIVE PERHAMENT FIX, CHANGING THE MATERIAL OF THE MOUNT (P/H: DN-F-7405113-1) FROM ALUMINUM TO A HARDER MATERIAL (STAINLESS) SHOULD BE CONSIDERED SINCE THIS ITEM ALSO HAS 3 CTHER TAPPED PORTS (1 FOR BELIEF VALVE, 2 FOR TUBING FITTINGS), INADDITION TO THE CHECK VALVE PORT, THAT CAN EXPERIENCE SEIZURE FROMLENS DURING MAINTENANCE.

END OF MESSAGE

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